



Official and Classified ADVERTISEMENTS

Continued from Page 31

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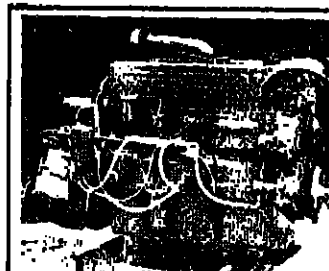
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fishing news

October 7, 1977

No. 3348

Est. 1913

15p

MIRRELES BLACKSTONE DIESELS

'THINK TANK' FOR FISHING

LEADING representatives from all sections of fishing and ancillary trades are being invited to discuss problems facing the industry at a series of monthly meetings in Edinburgh.

The aim is to work out a joint strategy on which action could be taken to protect the interests of the industry.

The idea for an industry 'think tank' came from the Scottish Fishermen's Organisation when six men were having a 'no holds barred' discussion, on fishing at its headquarters. Taking part were: Jim Lovie, (SFO chief executive), W. J. Lyon Dean (chairman Herring Industry Board), Gord Jackson (Mallaig and North West Fishermen's Association), George Hunter (Shetland Fishermen's Association), Jim Slater (Skipper Setti Mari) and Ian MacSweeney (SFO Economist).

Jim Lovie told *Fishing News*: "The outcome of our exchange of views, convinced us that something really worthwhile could be achieved for the industry by extending this facility for the closer examination of its problems, to all sections of the fishing industry. We intend to secure for the fishing industry a united and formidable body of top-rank authority."

The October and November meetings have been already set. These will deal with economics and law respectively. The invitations have gone out and representatives have been delighted to attend said Jim Lovie.

"The Edinburgh setting for the meetings, emphasises the shift north in the balance of fishing power," he added.

Cod £81 a kit

FISH merchants at Grimsby, facing a bleak winter with limited supplies of wetfish cod, are bracing themselves to pay quayside prices of £100 per 10-stone kit — and possibly more. On a very short cash market recently a merchant paid £81 per kit for 'sparkling fresh' top quality shelf cod. Ironically the merchant, who wished to remain anonymous, bought the fish for a special export order!

Crail grant

CRUMBLING Crail harbour in East Neuk, Scotland, is to get a cash subsidy for repairs. The Scottish Development Agency is to advance £50,000 towards the £130,000 needed. A further £25,000 is being provided by the Scottish Department of Agriculture and Fisheries.

Crucial talks

VITAL fish talks took place in London this week between EEC Commissioner Finn Gundelach and Minister of Agriculture Fisheries and Food, John Silkin.

The talks were staged as a prelude to an important meeting of the EEC Council in Luxembourg on October 24 and 25 which will examine the question of the Common Fisheries Policy. According to national newspaper reports, a framework deal was set up for British fishing during the London meeting. See page 3.



DESPERATE RUSSIANS IN GUN BATTLE

THE APPEARANCE of Russian fishing ships in waters off Argentina after an absence of nearly ten years is seen as another indication of the desperate search by the USSR for a means to operate her huge fleet of trawlers and factory vessels.

In 1967 Soviet fishing of the rich hake grounds off the Patagonia Shelf persuaded Argentina to join Chile and Peru in claiming a 200-mile limit. The Russians, in 1967, caught over 500,000 tons of hake in the south-west Atlantic. In the first part of 1968, the USSR and Argentina argued over the limits claim. Talks broke down and in June 1968, the Argentinian destroyer *Santa Cruz* chased two large Soviet factory trawlers. One got away but the other, *Golfskim*, took a shot in her bows and was arrested.

Within a month Soviet fishing all but stopped in the area, and, since then, catches by her fleet in the region have been negligible.

Now the 200-mile limit is widely accepted but Argentina is once again having to contend with what looks like a fishing invasion. By the beginning of this week six Soviet and two Bulgarian trawlers had been arrested, shots have been fired and one Bulgarian fisherman is reported to have been killed. Also three Argentinians are reported drowned attempting to board a trawler.

Among the Soviet ships involved are the *Danish-bull*, a carrier trawler, *Prokopyevsk* and a similar type of ship.



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COMMENT

TREATY BOUND

THROUGHOUT the protracted wrangle over revision of the Common Fisheries Policy, British claims for a wide exclusive limit have had something of a hollow ring about them. For it now seems that we have not been free agents to negotiate on this basis.

This follows the signing of the European Fisheries Convention back in 1984, which saw the extension of British limits from three to 12 miles. At this time traditional rights were given for boats from Belgium, France, Germany, Ireland and Holland to fish up to six miles. The fact is, we are still bound by this convention and the Government has no intention of reneging on it.

Now it seems that any deal with the EEC means the recognition of these outdated rights and puts paid to any hope of exclusivity beyond six miles in certain areas.

SEEING RED

SINCE THE deadlock with Russia over Barents Sea fishing, some sections of the industry, especially in the South-west, seem to be getting hot under the collar about plans for Russian factory ships to come in and process British-caught mackerel. While there is always some sensitivity about Russian fishing methods, we believe this type of operation is an asset to British fishermen.

Off the west coast of Scotland, a Russian factory ship taking on Scottish caught fish has been something of a saviour for mackerel fishermen who have been catching more than the local markets can handle.

One of the major problems with the south-west mackerel is that there are not enough markets for it — so why complain when a new one opens up.

FISH BATTLE

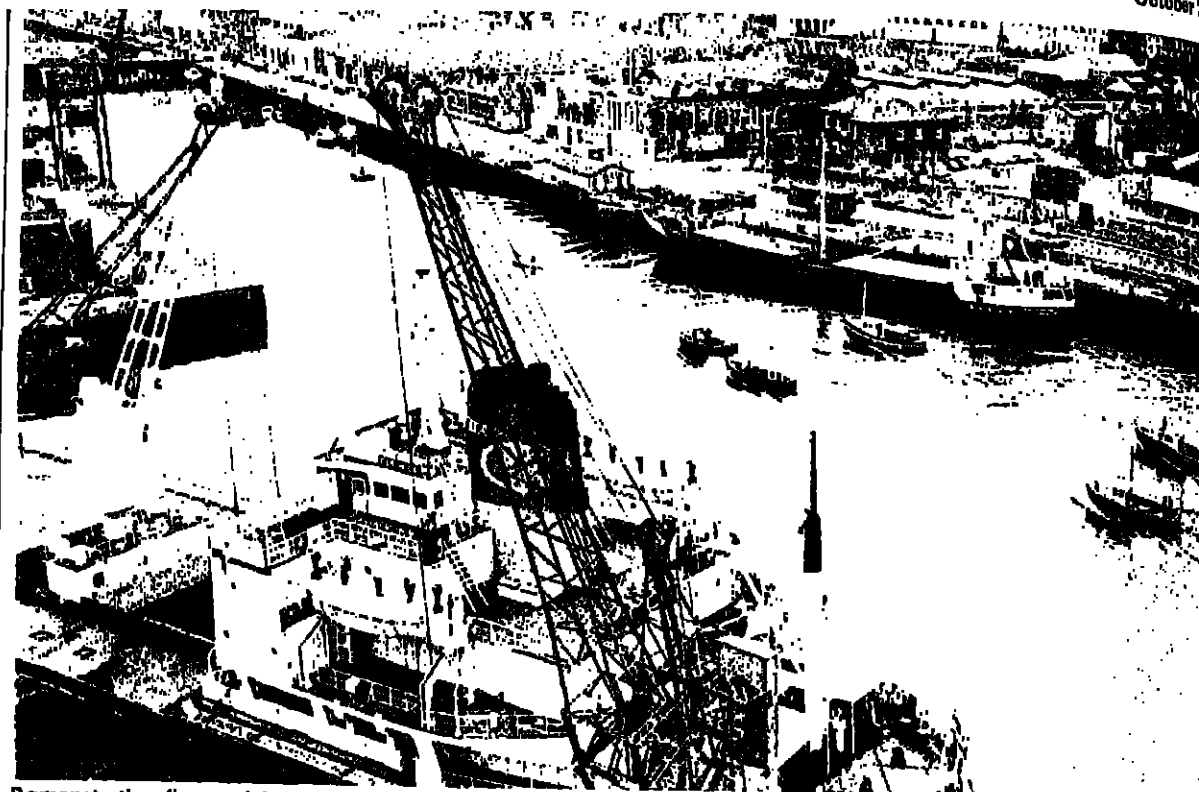


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Demonstration fleet arriving at Custom House Quay in Cork harbour to take part in the protest.

Boatyard threat sparks Irish limit demo

WITH no new boat orders coming in to Bord Iascaigh Mhara's boatyard in Baltimore, Cork, the workers staged a protest march through Cork City.

400 people, representing coastal communities around Cork coast took part.

The protest arose because of the uncertainty over the future of the boat building industry and the fear of redundancies in the boatyard.

The yard is now completing two 80-footers and an 86-footer is on the stocks — beyond that there are no orders.

Its working force of 90 fear that at least a third of them will be made redundant. Threatened lay-offs earlier this year were only averted by a last-minute order.

A small flotilla of inshore boats sailed upriver from Cobh to join the demonstration, representing Cork Harbour fishermen.

Problems

The march, through the centre of the city was aimed at drawing the attention of the urban worker to the problems of the fishing industry and underlining that housewives would be paying more for fish if a 50-mile limit was not granted.

Banners carried in the march, which was led by the B.I.M. boatyard workers, demanded improvements for local fishing communities and each group carried banners demanding a 50-mile limit, as a united request of the fishing industry.

The meeting which followed was addressed by Joey Murrin, Chairman of the Irish Fishermen's Organisation. He said that Ireland had only got paltry grants for its fishing industry, while foreign boats from other EEC countries had raped Irish stocks for £100 million and of these the Dutch had got the largest share — £60m., he claimed.

Speaking afterwards to *Fishing News* Mr. Murrin said that the good run of herring being experienced off the North-West coast at the moment should not deceive anyone. It was only one area and was being gained only because the Irish fishermen had observed restrictions and voluntary curbs.

The Dutch particularly were also gaining. What he wanted to see was that only



The fishermen who took part in the 50-mile limit march. The sailer from Cobh.

Irish fishing would benefit from the efforts being made by the industry.

No one owed us a living, but we didn't owe any living to the foreign boats either and they were only poaching our stocks, he said.

Union

The march was supported by the nation's biggest union, the Irish Transport and General Workers' Union.

The B.I.M. boatyard is the biggest local employer in the South-West of County Cork and several coastal communities in the area depend on it for their livelihoods.

A B.I.M. spokesman said the situation in Baltimore was also reflected in the other two B.I.M. yards — at Dingle, in County Kerry, and Killibegs, County Donegal — but Ireland was not unique in the uncertainty which fishermen felt about the future and which was affecting their investment plans.

He said that Britain also found that fishermen were cautious about investment, in France there were few orders in the yards and the Dutch, he maintained, were the worst. He claimed that not a single keel had been laid in Holland for a year.

RECORD PAIR TEAM

THE FIRST Humber pair team to earn £800,000 landed at Grimsby this week.

Margrethe Boje, wife of Skipper Jens Boje, who could be defined as non-EEC vessels and for 570-kits. Francis Boje, under Skipper John Richardson, made £19,997. This took their combined earnings for the year to £525,753.

Outstanding

This latest trip was particularly outstanding as many other boats in the port were struggling to break out of a period of poor fishing. Last year, the first pair team to land at Grimsby was the Jens Boje team, which made £480,000. They also operated a third vessel, the John A. agency.

October 7, 1977

EEC DEAL OUTLINED

SOME EEC vessels will be able to fish six miles off the British coast under a restructured Common Fisheries Policy. For communities heavily dependent on fishing, special quotas will be given in areas between 12 and 50 miles.

According to a report in *The Guardian* newspaper on Tuesday, this is part of a package agreed between EEC Fisheries Commissioner, Finn Gundelach and Minister of Agriculture, Fisheries and Food, John Silkin at a private meeting in London on Monday.

Although Britain's claim for a 50-mile exclusive limit still remains on the table, the report says that officials privately agree this demand is out of the question.

At a press conference last week, Mr. Silkin again confirmed that Britain is asking for a 12-mile exclusive limit with a "dominant preference" out to 50 miles. Now it seems he has had to further. The latest package is understood to give Britain a 12-mile limit subject to "historic rights" of other Common Market fishermen which means up 6 miles in some cases.

"Historic rights" says *The Guardian* report, extends to UK vessels such as those from Humber and Scotland which have diverted to the south-west mackerel grounds over recent years.

Last week Mr. Silkin was in Denmark for talks with the Danish Minister of Fisheries Mr. Jakobsen and the Danish Minister of Agriculture Mr. Dalsgaard.

"The future of fisheries in EEC waters is of vital interest to both Britain and to Denmark," said Mr. Silkin. "Each country has a substantial fishing fleet upon which many people depend for their livelihood. I am anxious that we should have a good and constructive discussion about our respective interests before the special meeting of the EEC Council in Luxembourg on October 24/25 at which the Council will be examining the whole question of the Common Fisheries Policy."

Keep mackerel freezers out

FOURTEEN Humber side freezer trawlers are going mackerel fishing off Cornwall in the next few weeks — but there is a local move to keep them outside six miles.

Falmouth MP, Mr. David Reid, has told Fisheries Minister Mr. Edward Bishop that there should be a common ban on freezer-trawlers fishing inside a six-mile limit.

Mr. Reid pointed out that Common Market rules laid down that there could be special consideration for local fishing operations wherever there was a history and established pattern, such as that common to Cornish fishermen.

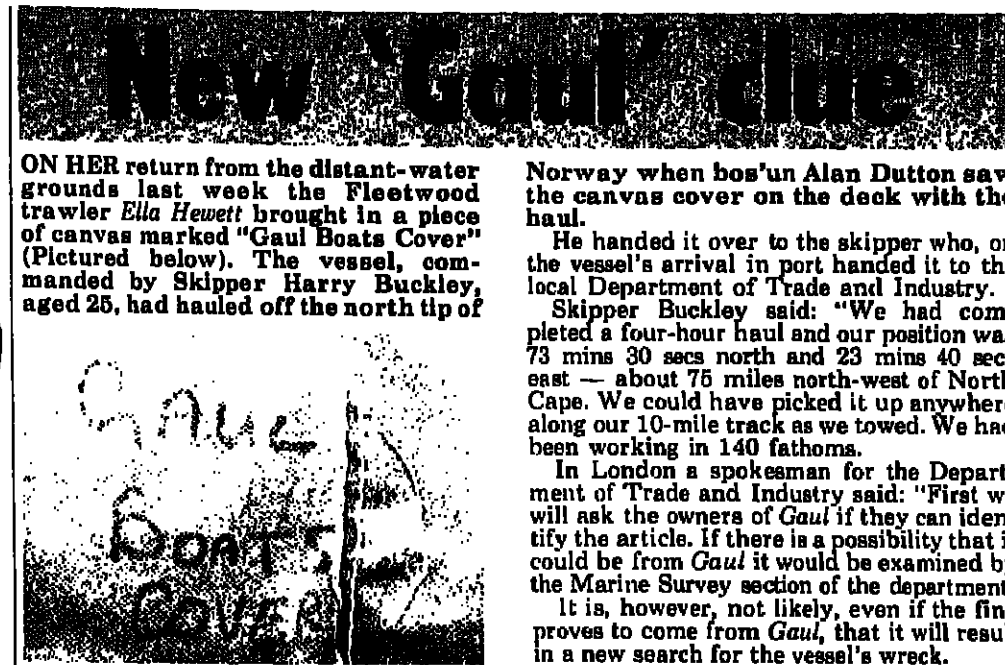
He also asked for the new regulations to be extended to cover all boats with a length of more than 80 feet and to include "non-EEC vessels" and for 570-kits.

Starwood Fisheries (Scotland) Ltd's new plant in South Esplanade East, Aberdeen, has been in production since April.

At present about 60 per cent of frozen fillet output is going for export, mainly to the USA and Europe, but Starwood's joint managing directors Laurie Little and Alistair Gunn are now set on upping their share of the UK market.

The present Starwood employs about 230 people — quite a difference from their former premises where they employed 90-120.

A company spokesman said: "The move has allowed us to expand our production capabilities and production per head has gone up dramatically."



ON HER return from the distant-water grounds last week the Fleetwood trawler *Ella Hewitt* brought in a piece of canvas marked "Gaul Boats Cover" (Pictured below). The vessel, commanded by Skipper Harry Buckley, aged 25, had hauled off the north tip of

Norway when boss'un Alan Dutton saw the canvas cover on the deck with the haul.

He handed it over to the skipper who, on the vessel's arrival in port handed it to the local Department of Trade and Industry.

Skipper Buckley said: "We had completed a four-hour haul and our position was 73 mins 30 secs north and 23 mins 40 secs east — about 75 miles north-west of North Cape. We could have picked it up anywhere along our 10-mile track as we towed. We had been working in 140 fathoms."

In London a spokesman for the Department of Trade and Industry said: "First we will ask the owners of *Gaul* if they can identify the article. If there is a possibility that it could be from *Gaul* it would be examined by the Marine Survey section of the department."

It is, however, not likely, even if the find proves to come from *Gaul*, that it will result in a new search for the vessel's wreck.



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October 1977.

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

I recently experienced the discomfiture of an appalling, unpleasant 48 hours, at the end of which time I felt old, tired, washed-up and ready for the woolly dressing gown and carpet slippers in front of the welcoming coal fire — or even more ready for the knackers' yard. ("Poor old devil!" Mum).

And yet, looking back, it all started out so well; the auroras portended favourably, my sun seemed high in the sky and all appeared well with the world.

It was, as I recall, a Wednesday, and for some time lovely Angela wicked Potter and I had been looking forward to making a few business calls and, afterwards, to the luncheon invitation from the Maitre Chef of the London Metropole Hotel, and Angie had decided to suspend her diet for a couple of hours to please our host; although at 5'5", and carrying only 9 stone, she's trotting pretty.

Prior to our lunch we had been invited to sherry by an executive of a large emporium in the Oxford Street hashish and earlier, at 10 o'clock, we were to be coffee guests at the Prtmm, where the new food manager was making things tick.

At 9.30 a.m. Angela entered, smiling. She said the previous night, having read a book on the life of King George II, she was struck by my likeness to the monarch — not physical, but in ways and manners — she gleefully read the passage she had copied; "He took the greatest pleasure in counting his money piece by piece; and he quarrelled violently with both his father and his son" ... I thought it was high time Miss Nasty and I got on our way!

Everything went splendidly at first and many of our hosts said I looked nearly as young as Angela although, of course, they just could have been attempting to flatter me. But sadly, when we arrived at Selfridges our man was off sick, and later, even sadder, we learned the Metropole Chef had broken down in his rotten car and couldn't get up to London to feed us. *Monique de Chance!* On our return to our room in Queen Anne's Gate calamity struck — hard! I had, somehow, somewhere, lost all my keys — petty cash box, home, car, the lot.

Harried and urgent phone calls to the police, two pubs, the many customers we had visited, and London Transport, brought no joy and I had to bus over to son John in Canonbury to obtain his duplicate set for entry to my flat. Then I had to chase around to try and find the numbers of my car door key and ignition key.

Armed, by the end of the day, with this information, I pedestrianized along to my local garage who promptly cut me a new set which I tore home with and, joy of joys, both worked, so I was again with wheels, and assured of a night's kip.

The following day, Thursday, I motored straight to London Airport to keep appointments; the result of my visits would have cheered a Certain Person (an order a day keeps my Chairman at bay!) but I was less than cheered when I finally got in the car and immediately broke my new ignition key in half in the lock!

I just sat there; like a Zombie, looking and feeling an utter quarter-witted imbecile, and more than a bit defeated. Got out, older than when I got in, and managed to find a most skilful and helpful mechanic, who extricated the tail-end of the key which was embedded deep in the lock.

A good Samaritan who was just about to leave the Airport for London gave me a lift to my garage — bless him — and within three hours I was clutching another set of speedily cut keys. Then by crowded train from Earls Court Station to Hounslow Heath where I picked up a bus which took me to the Hesthree Hotel and from there a tiring two miles walk to the car ... in pouring rain.

Joyfully, the new key worked at a touch — a frightened, apprehensive touch, I might add — and I was home, if not dry, by 8 p.m.; where I went straight to bed, one degree under, and alone.

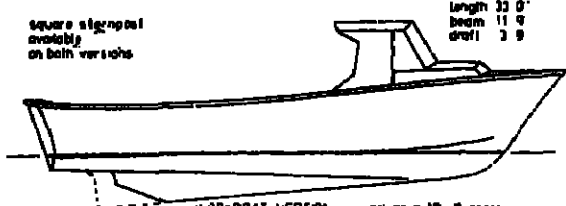
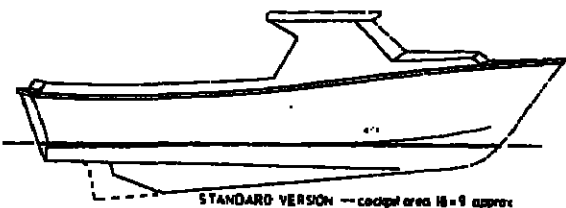
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SIZE CONTROL ON 'SPIDERS'

GUERNSEY is to limit the size of spider crabs that may legally be taken in island waters.

The States parliament decided unanimously to adopt the Sea Fisheries Committee's proposals which will limit the marketing size of spider crabs to a carapace length of 12 cm.

Councillor Alastair Mackay, president of the SFC said: "All that is really proposed is that Guernsey fishermen should discard all live spider crabs back to the sea, which are too small to be marketed."

Last year spider crabs formed 56.6 per cent by weight of all fish exports and 42.1 per cent by value. In these circumstances the SFC believed that the question of a minimum size required very serious consideration.

Proposals

While having some sympathy with the Guernsey Fishermen's Association who opposed the proposals, the SFC believed that not all fishermen subscribe to the official view of the association. The States also adopted proposals to bring Guernsey into line with the UK on the method whereby lobsters are measured.

A captured lobster must measure at least 80 millimetres, which is equivalent to an unstretched overall length of 23 centimetres.

£50 reward offered by Amble skippers

FISHING boat skippers at Amble are offering a £50 reward for information after vandals cut loose four seine net boats worth a total of £200,000.

The four boats were found drifting in the harbour but fishermen managed to secure them before they were damaged.

Skipper George Handyside, whose boat *Radiant Morn* was cast adrift, said skippers may have to consider keeping a nightly vigil at the harbour to prevent further acts of vandalism.

Proposals concerning the deposition of all non-local molluscan shellfish in Guernsey waters were also approved.

This means that the SFC will control under licence the deposition of molluscan shellfish from outside the island. The movement of such shellfish within island waters will be uncontrolled unless diseased molluscan shellfish are detected.

Nearwater 'stars' at Fleetwood

FLEETWOOD'S near-water trawlers stole the port's landings limelight last week with big grossings from trips to the West of Scotland grounds.

Outstanding was *Andrew Wilson*, commanded by Skipper John Banks, which landed 478 kits, including 10 of hake, 10 of plaice, 180 of haddock, and 230 of cod, for a grossing of £12,423 — one of the vessel's biggest trips since she was completed in 1958.

On the same day the pocket trawler *Rosamunda*, Skipper Ken Beavers, also did well when she landed 359 kits — 27 of hake, 110 of haddock, 40 of whiting and 100 of cod — which sold for £10,229.

There was also success for one of the port's latest pair teams — *Idena* and *Norina*. The former vessel (Sk. Gordon Wignall) landed 678 kits, including 400 of cod and 170 of haddock, which sold for £23,505, while *Norina*, with Skipper Bill Reader in command, had 778 kits — 15 of hake, 270 of cod, 180 of haddock, 230 of cod and 30 of dogs — which sold for £24,418.

It proved a good week for stern trawler *Iruana* which, under the command of Skipper Victor Dingle, has been having a good run in the middle-water grounds. On her latest voyage the vessel went to Rockall and returned after only 12 days at sea with 728 kits, including more than 570 of haddock, which sold for £22,080.

Roker landings average £5,000

MILFORD Haven had some excellent roker landings last week which resulted in the vessels grossings averaging more than £5,000.

Top ship was *Picton Sealion*, commanded by Skipper Trevor Satter, which returned to port with 168 kits, including 10 of cod, 25 of whiting, 70 of roker, five of turbot and brill and 20 of plaice which sold for £5,202.

Earlier in the week there were good grossings by *Norrad Star* (Sk. John Rogers) and *Jadestar Gypsy*, under the command of Skipper Jim Brodie.

The former vessel landed 152 kits which sold for £5,800 while *Jadestar Gypsy* made £5,429 from 153 kits. Between them the vessels landed a total of 20 of cod, 30 of whiting, 140 of roker, 10 of turbot and brill, 20 of plaice and 10 of soles.

Landings were completed by *Georgina Wilson* (Sk. Tom Smith) which made £5,417 from 122 kits. Twenty-five of whiting, 55 of roker, five of turbot and brill, 10 of plaice and 15 of soles were the vessel's main varieties.

Her sister ship, *Gavina* (Sk. A. Barkworth) also went to Rockall and returned with more than 680 kits, including 500 of haddock, which sold for £16,369.

There was only one landing by a distant water trawler during the week. This was made by the side trawler *Ella Hewitt* (Sk. Harry Buckley) which worked off the Norwegian Coast before returning with 700 kits for a grossing of £21,588. Cod was the vessel's main variety.

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Winter reporting scheme dropped

Fishermen blamed...

DECISION to abandon winter reporting for vessels fishing the North Sea grounds met with strong disapproval among the skipper skippers along the north-east coast. The mystery remains as to why the scheme was dropped. A letter addressed to the District Officer, Marine Working More Disasters, dated 28th November, 1976, from the skipper of the *HM Coastguard* Inspector for HM Coastguard, stated: "Dear Sir, I write at the start of winter to explain the reasons in the Liaison Scheme which have been given with the Scottish Fishermen's Federation in consultation with the members..." However, the skipper of the *HM Coastguard* Inspector for HM Coastguard, stated: "Dear Sir, I write at the start of winter to explain the reasons in the Liaison Scheme which have been given with the Scottish Fishermen's Federation in consultation with the members..."

The District Officer clarified his statement by demonstrating a hypothetical case of failure to report a change of position, while already on the grounds, whereby an emergency would lead to a possibly irreconcilable situation between search and rescue operators, and survivors. Commander Woolcombe's letter continues: "Although regular voluntary reporting has been abandoned, the need to make a report whenever a boat is in difficulty or danger, or if there is anxiety for the safety of any other vessel can not be emphasised too strongly."

SALVESEN - NEW MD
PETER GRAY (right) has been appointed managing director of Christian Salvesen (Scotland) Ltd. Mr. Gray succeeds Barry Sealey who held the position for two years. Mr. Sealey continues as managing director of the cold storage division at Christian Salvesen.

'Backdoor' trade denied by Iceland

GRIMSBY'S Icelandic Consul, John Olgereson, has openly critical last weekend about trade and regional newspaper reports that £1 million of frozen Icelandic fish had been surreptitiously "slipped" into the UK by backdoor methods over the past two months. He claimed it had entered the country quite openly.

The whole question of Icelandic imports recently had up again after some of the trawler owners agreed to help out Grimsby's fish merchants — supply the much sought after fish. The skipper of the *HM Coastguard* Inspector for HM Coastguard, stated: "Dear Sir, I write at the start of winter to explain the reasons in the Liaison Scheme which have been given with the Scottish Fishermen's Federation in consultation with the members..."

FISHING NEWS

"In every sad case when a boat and crew have been lost in this area in the last ten years, there has been some delay in advising the coastguard and the start of investigation and search. "We all think that a search for survivors is most likely to be successful if it is started with the minimum delay. "If the coastguard is contacted (normally through the coast radio station) at an early stage by a boat in difficulty due to weather, damage to equipment or any other cause, radio contact will be maintained at regular intervals. This will permit timely action if necessary. "The same applies if you are anxious about another vessel for any reason such as failure to make contact by radio or failure to arrive as expected." The letter ends: "We are always grateful for any suggestions to improve safety and co-operation."

One suggestion discussed at the quayside this week is: "What about a safety ship for our men on the North Sea? Then she could act in a similar capacity to *Miranda*, who formerly worked for the fleet off Iceland." For the skippers, who sometimes have up to four or even more members of the family on board, this could be yet another issue to put on their list of parliamentary requests.

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Lumpers want new pay deal

FLEETWOOD was hit last week by an industrial dispute involving the port's 140 fish lumpers.

The men want a new pay deal to take them 'closer to the national average industrial earnings'.

To back up their claim the lumpers did not report for work last week until 8am, each morning, which resulted in fish sales going on until the afternoon with a resultant effect on prices. Fleetwood's Fishing Vessel Owners' Association, which employs the men, said the claim, as first presented, represented a 60 per cent increase which it could not afford even if the government allowed it to pay it. But the lumpers countered by saying that they were not asking for a 60 per cent rise. What a claim represented all depended from which way the figures were looked at. They wanted a restructuring of wages, with a productivity scheme fed in. The dispute was the result of several talks last week between the owners and the men's union, the Transport and General.

OBITUARY

Mr. Gordon Potterton (49), a deckhand on the Grimsby distant water trawler *Northern Gift*, collapsed and died at sea as the vessel fished off the Norway Coast on September 27. Mr. Potterton's body was taken into Honningsvaag by *Northern Gift* where a post mortem was carried out. He leaves a wife and three daughters.

FISHGRAPH K

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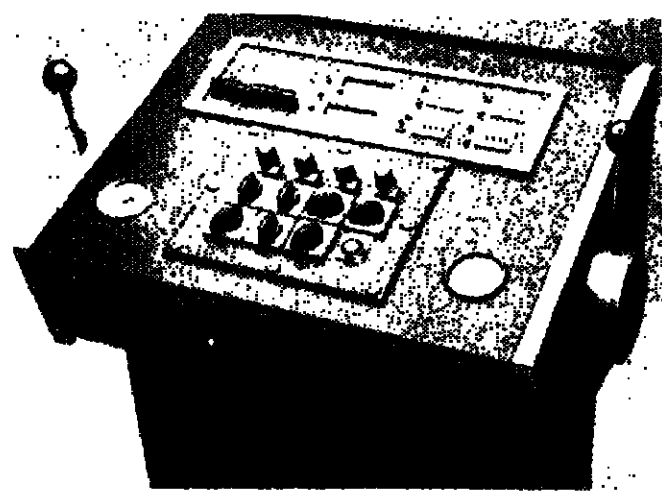
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Continued from p 9

fixed Kort nozzle. Free running speed is in the region of 11 knots.

Hydraulic pumps for the deck machinery are driven from the extension shaft at the fore end of the engine through a Vulkan flexible coupling and a Hytek gearbox.

A Lucas AC90 alternator for the 24V dc. electrical system is belt driven from a pulley between the engine and gearbox.

Henry Fleetwood and Sons of Lossiemouth assembled and supplied the two auxiliary generating sets. Each is based on a Gardner 4LW engine which develops 62 hp at a constant speed of 1500 rpm and has fresh water cooling and electric starting.

Equipment driven from the port engine includes a, Stamford 20 kW 380 volt three-phase 50 Hz AC alternator, a clutched Gilbert Gilkes and Gordon 300/875 bilge and general service pump, and a Lucas AC90 24V alternator.

Another Stamford 20 kW AC alternator and a clutched standby hydraulic pump for the deck machinery is driven from the starboard engine.

An Ingersoll Rand compressor for the main engine air bottle charging is also driven from one of the auxiliary engines. Engine exhausts are led out through the port leg of the bilge gantry.

Electrically driven equipment in the engine room includes a GGG 300/875 bilge and general service pump, an Ingersoll Rand air compressor, and a hydraulic double pump for the trawl winch Autotrawl system.

A Pyro oil fired central heating boiler also provides domestic hot water. It can be used to pre-heat the main engine water system in cold weather, and at sea the engine cooling water can be used for the central heating supply.

All the hydraulic gear handling machinery is of Rapp Fabrikker manufacture, supplied through Fishing Hydraulics (Scotland) Ltd. of Ellon, who also supplied the entire hydraulic system. The type TWS 820/2185 split trawl winches each have one drum with capacity for some 930 fathoms of 2 1/2 in. wire and a pull of up to nine tons.

Driven by Hagland hydraulic motors, the winches have a two speed stepped control and are fitted with automatic spooling.

The type GWS 680 gilson winches and type SWB 1200 bridle winches are also fitted with one main drum.

A Rapp AW300 anchor windlass is fitted on the fore end of the shelter deck.

Hydraulic power for the winches is provided by two Hydromatic pumps driven from the main engine through the Hytek gearbox. One pump feeds the starboard trawl winch, gilson winch and bridle winch, and the other pump provides power for those on the port side. One pump also powers the windlass.

A Vickers pump on the starboard auxiliary engine feeds power into the main hydraulic system to drive the deck machinery for fishing gear retrieval.

All functions of the gear handling machinery can be controlled from a console in the after end of the wheelhouse but the trawl winches can be controlled locally if need be.

The control panel for the Autotrawl system is fitted in the fore part of the wheelhouse.

All the hydraulic valves, etc. in both control panels are interchangeable thereby cutting down on the number of spares which need be carried.

By use of the Autotrawl system the net can be set at a pre-determined depth. When the vessel is turning, the system will automatically adjust the tension of the warps, and when the net catches on a fastener the winches will pay out warp and an alarm system will operate. The gear can be hauled using the Autotrawl system until the doors reach a pre-set distance from the galleys and then the hauling is continued manually.

Decca has supplied almost all the electronic equipment including Simrad EQ38 and EL38 echo sounders; Simrad MC Scale Expander and Storage Unit; Sailor T126 R105 radio telephone; Sailor RT144 R109 vhf radio telephone; Audix Intercom system; and Decca 350T Track Plotter, DL91 Loran C Navigator, Mk 21 Navigator, 450 Automatic Pilot with watch alarm, and RM926 and 060 Radars.

Both the Loran C and Mk 21 Navigators are linked to the Track Plotter which can thereby utilise whichever signal is the strongest in order to give the most accurate position.

Other equipment in the wheelhouse includes a Ben Amphitrite speed log, a Bostrom Viking helmsman's seat, Tenford H115 ESG steering gear, Wymstrutts blade type window wiper, Helitron steering clutch control, Malone fuel tank contents gauges, Alan Haigh and Co. fishing light switch panel, the main and auxiliary engine

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FISHING NEWS

FIVE WOODEN HULLS IN NEW RANGE

A DESIGNER who helped start the change-over to GRP for building smaller fishing vessels has launched his own new hull range — in wood.

Gary Mitchell, who designed the big-selling Cygnus Marine GM range two years ago, is offering five new hulls from 26 ft. to 42 ft. 6 in. overall length. The top-of-the-line hull will fall just below the 12m. Department of Trade safety survey limit.

The hulls will be built at the G. Percy Mitchell boatyard at Portmellon, near Mevagissey, Cornwall, which has specialised in wooden fishing boats for over 50 years.

Hulls will be offered at any stage of completion and full fitting out plans will be available.

First in the series — a 28-footer — is now being com-

pleted by local skipper, Alan Furse. Enquiries have come locally and from Ireland.

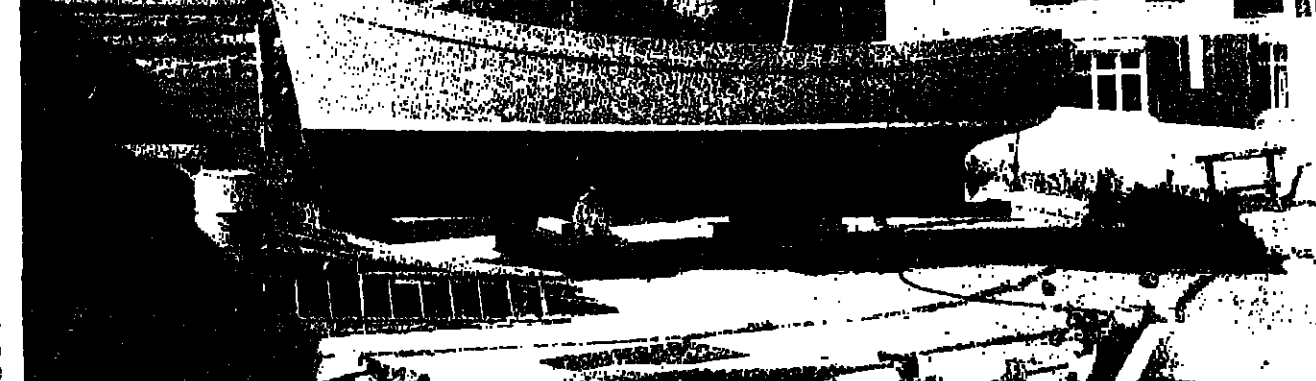
Gary Mitchell told *Fishing News* that the new range of hulls are very full bodied and designed for maximum carrying capacity for their length.

They will be very big boats — even bigger than the Cygnus Marine range, said Mr. Mitchell who also designed Træve Marine's 15 ft. 6 in. Cove Boat and craft in the Browne Bros. of Paignton crabber fleet. These are wooden boats up to 56 ft. long.

The last wooden boat from the Mitchell yard was the 30 ft. x 11 ft. offshore crabber *Britannia* for local owners.

Dimensions of the five-boat range are: 26 ft. x 10 ft. x 3 ft. 3 in.; 28 ft. x 10 ft. 6 in. x 3 ft. 6 in.; 33 ft. x 12 ft. x 4 ft. 3 in.; 38 ft. x 14 ft. 6 in. x 6 ft.; and 42 ft. 6 in. x 15 ft. 6 in. x 6 ft. 6 in.

The hulls are being offered



The Mitchell 28 ft. hull for Mevagissey.

to cut the price of new wooden boats at a time when costs are rising and grants are getting more difficult to obtain. Hulls can, however, qualify for WFA grants.

A wooden hull is easier for the average fisherman to fit out than a GRP hull as wood is more simple to cut and bolt to; also nails can be used. There is no glassing-over to make watertight.

The yard is quoting delivery times of three to five

months, according to hull size, and transport can be arranged.

The 42 ft. 6 in. hull is being offered to meet a new demand for a big vessel able to beat the DoT safety rules. So far, the only hull available in the class is the 'stretched' GM 37 from Cygnus Marine or steel hulls. Building a new model to produce a full-size GRP hull of 42 ft. 6 in. overall length would be almost prohibitive.

Recalling some of the stories which appeared in our columns this week 50 years ago.

preserves both flesh and flavour.

GERMANS gain herring monopoly at Fleetwood with 70 per cent share in September herring figures.

RICH cod reserves found by Anglo-Norwegian Helder expedition, 5,000 bags of cod caught daily making total £150,000 output for the trip.

50
years ago

SATURDAY, OCTOBER 8
FLEETWOOD fish dock opens to public on 50th anniversary. Catching, landing and despatch stages of fish industry on show.

CORNISH shellfish season one of worst ever with landings 50 per cent less than last year. Some men earning less than pound a day.

HEADS of 1,450 cormorants paid for by Cornish fishery officer in last quarter.

OYSTERS are the heaviest drinkers for their size says professor. They consume 180 pints of water per day if the temperature is right.

SKIPPER drowns as French trawler *Le Tropic* sinks off Brest, France in sight of land. Friends look on helpless.

PLANS for new fish-curing plant at Fairlie, Ayrshire given go-ahead.

NEW Hull trawler *St. Melan* passes trial when she covers measured mile at 10.75 knots with 200 tons of coal aboard. She will fish off Iceland.

BRINE-FREEZING halibut and salmon successfully used by American firm on Okean, Alaska.

The 28 ft. hull, which came out of the shed some three weeks ago, is the first hull-only supplied by the Mitchell yard.

She is built of larch planking on an iroko keel and stem, but future hulls in the series will have iroko planking.

The yard built the hull, engine beds, gunwales, capping, forward and after deck beams and fitted the Lister HW3MGR2 diesel of 44 bhp. Her skipper, Alan Furse, aims to complete her in about two months.

He will fit her forward wheelhouse, masts, deck, etc., and she will be used as a general purpose fishing boat based at Mevagissey. He will work ray nets, lines and pots, etc.

At present he is working on her and also fishing his 21-footer *Superb*. This is a Mevagissey Tasher-type boat he built himself.

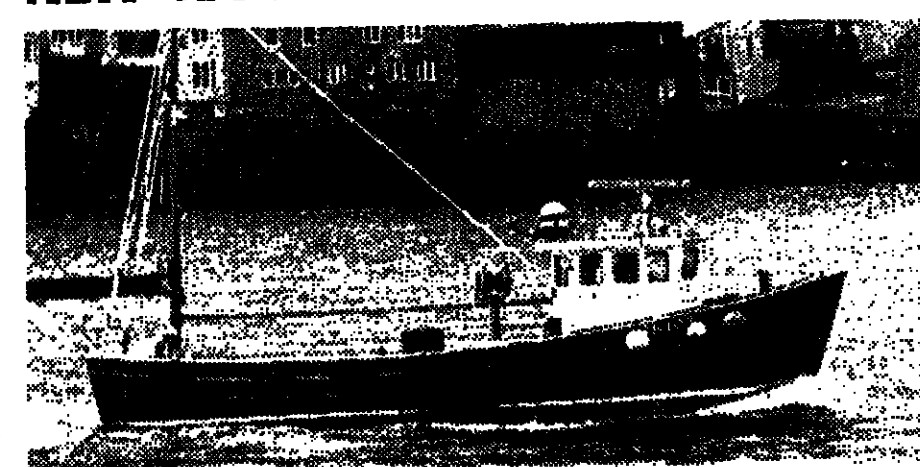
Skipper Furse has a head start over other fishermen when it comes to working on Mitchell hulls. He served a full boatbuilding apprenticeship at the yard before he took up fishing. . .



Above: Gary Mitchell, designer of the hull and Skipper Furse (below).



NEW RANGE OF WOODEN HULLS



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